



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	KEARNS, UT	<b>Accident Number:</b>	DCA87MA018A
<b>Date &amp; Time:</b>	01/15/1987, 1252 MST	<b>Registration:</b>	N163SW
<b>Aircraft:</b>	SWEARINGEN SA-226TC	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	8 Fatal
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Scheduled		

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## Analysis

THE TWO ACFT, A SWEARINGEN SA-226TC AND A MOONEY M-20, COLLIDED IN FLT AT APRX 7000 FT MSL IN THE SALT LAKE CITY ARPT (SLC) RADAR SERVICE AREA OVER KEARNS, UT. THE SA-226 WAS APPROACHING SLC FOR LNDG AND THE M-20 WAS CONDUCTING A LOCAL TRNG FLT WHEN THE COLLISION OCCURRED. THERE IS EVIDENCE THAT THE SA-226 INITIATED EVASIVE ACTION IN THE FINAL MOMENTS BEFORE THE COLLISION. THERE WAS ALSO AN EXCLAMATORY EXPLETIVE ON THE RADIO AT ABOUT THE TIME THE RADAR TARGETS OF THE TWO ACFT MERGED. THE FINAL CONTROLLER SAW A RADAR TARGET EARLIER THAT WAS POSSIBLY THE M-20 BUT DID NOT SEE IT AT THE TIME OF THE COLLISION. THE M-20 HAD NO MODE-C TRANSPONDER TO HELP IDENTIFY IT ON RADAR. THE M-20 SHOULD NOT HAVE BEEN WHERE IT WAS WITHOUT CLEARANCE. THE PLT OF THE SA-226 HAD BEEN ADVISED OF ANOTHER ACFT TO ITS LEFT AND ASKED TO REPORT SIGHTING IT. THE M-20 APPROACHED THE SA-226 FROM THE RIGHT SIDE. AFTER THE COLLISION BOTH OF THE ACFT DESCENDED TO AN UNCONTROLLED CRASH. THE WEATHER AT THE TIME OF THE COLLISION WAS VMC WITH VISIBILITY OF 30 MILES.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

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Occurrence #1: MIDAIR COLLISION  
Phase of Operation: MANEUVERING

### Findings

1. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT OF OTHER AIRCRAFT
2. (C) BECAME LOST/DISORIENTED - INATTENTIVE - PILOT OF OTHER AIRCRAFT
3. VISUAL LOOKOUT - REDUCED - PILOT IN COMMAND
4. (F) RADAR, APPROACH/DEPARTURE - INADEQUATE
5. (F) IDENTIFICATION OF AIRCRAFT ON RADAR - INADEQUATE - ATC PERSONNEL(DEP/APCH)
6. TRAFFIC ADVISORY - NOT ISSUED - ATC PERSONNEL(DEP/APCH)
7. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	38, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	12/10/1986
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2885 hours (Total, all aircraft), 1863 hours (Total, this make and model), 3043 hours (Pilot In Command, all aircraft), 230 hours (Last 90 days, all aircraft), 71 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	SWEARINGEN	<b>Registration:</b>	N163SW
<b>Model/Series:</b>	SA-226TC SA-226TC	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	TC327
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	19
<b>Date/Type of Last Inspection:</b>	01/14/1987, Continuous Airworthiness	<b>Certified Max Gross Wt.:</b>	12500 lbs
<b>Time Since Last Inspection:</b>	3 Hours	<b>Engines:</b>	2 Turbo Prop
<b>Airframe Total Time:</b>	15116 Hours	<b>Engine Manufacturer:</b>	GARRETT
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	TPE-331
<b>Registered Owner:</b>	GATX LEASING	<b>Rated Power:</b>	840 hp
<b>Operator:</b>	SKY WEST AIRLINES INC.	<b>Operating Certificate(s) Held:</b>	Commuter Air Carrier (135)
<b>Operator Does Business As:</b>	SKY WEST AIRLINES/WESTERN EXPR	<b>Operator Designator Code:</b>	SWIA

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SLC, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1251 MST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 7000 ft agl	Visibility	30 Miles
Lowest Ceiling:	Broken / 15000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-4° C / -14° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	POCATELLO, ID (PIH)	Type of Flight Plan Filed:	IFR
Destination:	SALT LAKE CITY, UT (SLC)	Type of Clearance:	IFR
Departure Time:	1210 MST	Type of Airspace:	

## Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	6 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	8 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	M. J PYATT	Report Date:	12/12/1988
Additional Participating Persons:	SPENCER PHILLIPS DAY WATERMAN GREG SALOTTOLO FRAN SHERERTE		
Publish Date:	07/10/2019		
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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